

## Message Text

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ACTION COME-00

INFO OCT-01 EUR-12 NEA-10 ISO-00 OES-07 AID-05 INT-05

IO-14 L-03 CIAE-00 DODE-00 INR-07 NSAE-00 PA-02

USIA-15 PRS-01 SP-02 DOTE-00 EB-07 FMC-02 CG-00

DLOS-09 /102 W

-----113266 191223Z /44

R 190900Z JUL 77

FM AMCONSUL CASABLANCA

TO SECSTATE WASHDC 4932

INFO AMEMBASSY MADRID

AMEMBASSY RABAT

UNCLAS CASABLANCA 0787

E.O. 11652: N/A

TAGS: EFIS, MO, PS

SUBJ: SPANISH-MOROCCAN FISHERIES AGREEMENT OF FEBRUARY 17, 1977

REF: STATE 164734

1. TEXT OF SPANISH-MOROCCAN FISHERIES AGREEMENT OF FEBRUARY 17, 1977, WAS PUBLISHED IN "DARIO DE LAS PALMAS" (CANARY ISLANDS) ON MARCH 2, 1977. ACCORDING TO TEXT GOS OFFERED GOM CREDIT OF 3,525 MILLION PESETAS (USDOLS 54.1 MILLION AT HMZSION RATE OF 65 PESETAS TO USDOLS 1.00). AGREEMENT THEN PROVIDED FOUR CATEGORIES WHERE FUNDS MIGHT BE ALLOCATED: (1) DEVELOPMENT OF FISHERIES INFRASTRUCTURE: 1,500 MILLION PESETAS (USDOLS 23.0 MILLION); (B) PORT DEVELOPMENT: 750 MILLION PESETAS (USDOLS 11.5 MILLION); (C) FISHERIES SCHOOL: 150 MILLION PESETAS (USDOLS 2.3 MILLION) AND (D) CONSTRUCTION OF FISHING VESSELS IN SPAIN: 1,125 MILLION PESETAS (USDOLS 17.3 MILLION). ARTICLE STATE THAT AMOUNTS WERE TENTATIVE AND WOULD BE SUBJECT TO AGREEMENT AS PROGRAM TOOK SHAPE.

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2. ARTICLE DID NOT CITE CONSTRUCTION OF ANY ONE TYPE OF VESSEL. HOWEVER, "PECHE MARITIME" (PM) IN MARCH 1977 ISSUE REPORTED THAT 40 SPANISH SARDINE AND 50 SPANISH SQUID VESSELS WOULD BE ACQUIRED WITH THE EXPORT CREDITS OFFERED ZOIYLQ - IF PM ARTICLE IS CORRECT, THEN USDOLS 17.3 MILLION DIVIDED BY 90 VESSELS WOULD RESULT IN AVERAGE COST OF VESSELS BEING USDOLS 192,222. SUCH A VESSEL WOULD BE TOO SMALL TO MEET

MOROCCO'S NEED TO DEVELOP FISHING FLEET ABLE TO FISH OFF SAHARAN COAST, BUT MIGHT FIT NEEDS OF COAST FISHERMEN. RFA SUGGESTS THAT PM FIGURES ARE PROBABLY INCORRECT.

3. AS REGARDS MOROCCO'S ABILITY TO ABSORBE LARGE NUMBERS OF VESSELS, MAJOR STUMBLING BLOCK FACED BY FISHING INDUSTRY IS LACK OF TRAINED MANPOWER. INDUSTRY THEORETICALLY COULD ABSORB FAR GREATER NUMBER OF VESSELS THAN FIGURE CITED, BUT AT PRESENT INDUSTRY COULD NOT OPERATE THESE VESSELS. HOWEVER, IF SPANISH CREWMEN WERE TO WORK ABOARD THESE VESSELS, THEN INDUSTRY COULD EASILY ABSORB INCREASED PRODUCTION.

4. AT PRESENT INDUSTRY HAS ADOPTED A "WAIT-AND-SEE" POLICY PENDING APPOINTMENT OF NEW ONP DIRGEN. ANOTHER QUESTION FACING INDUSTRY AT THIS TIME IS WHAT HAPPEN TO AGREEMENT NOW THAT PESETA HAS BEEN DEVALUED; SINCE LOAN WAS MADE IN PESETAS, OVERALL VALUE OF OFFER IS NOW 20 PERCENT LOWER THAN PREVIOUSLY ENVISAGED.

5. RFA FRANKLY REMAINS SOMEWHAT PUZZLED OVER GENERAL APATHY TOWARDS SPANISH OFFER. RFA'S INITIAL FEELING WAS THAT NO U.S. SHIPBUILDER COULD FACE SPANISH COMPETITION IN FACE OF LOAN OFFER, BUT FACE IS THAT INTEREST IN U.S. VESSELS REMAINS STRONG IN MOROCCO.

6. ANSWERS TO OTHER QUESTION RAISED IN REFTEL WILL BE UNCLASSIFIED

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ANSWERED IN SEPTELS.  
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## Message Attributes

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**Channel Indicators:** n/a  
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